

Edmonton Bulletin.

Vol. IV.

EDMONTON, N.W.T., SATURDAY, DECEMBER 2ND, 1882.

No. 5.

TELEGRAPHIC.

BATTLEFORD, December 1.

Col. Richardson left on 25th for Edmonton to hold court.

A. Bray's party left on Wednesday to survey fifteen mile west from Pitt.

Conney Pruden left Wednesday for Edmonton with young Hardisty and clerk for H. B. Co.

Weather fine.

LOCAL.

MAIL leaves at two o'clock to-day.

The Victoria grist mill is grinding.

Ice on the river is nearly a foot thick.

Edmonton mail due at Humboldt yesterday.

J. FAYE left for Victoria on Wednesday last.

SPERMISO on Sunday. Thawing on Wednesday.

LIVE not working yesterday owing to the damp weather.

The firm of Oliver & McDonald, builders and contractors, is no more.

Rev. Jons MATTHEW, passed Calgary on Nov. 29th on his way to Morley.

The H.B.Co. are having a timber, not a coal, final surveyed up the river.

BEAUFAY & ADAMS and Lambert & Pilon are burning lime kilns at Ft. Saskatchewan.

REV. H. B. STEINBAUER arrived from Whitefish Lake on Wednesday and left on Friday.

F. WYNNON started for Pigeon Lake on Friday to procure a supply of fish for the H. B. Co.

The stove belonging to the Masonic Lodge has been lent for the time being to the public school.

J. LAKE, who went east with S. D. Mulkins, expected to return from Winnipeg with D. McLeod.

J. THURSTON purchased 6 and J. Newlands 1 lot on the Heimick estate, Fort Saskatchewan, last week.

H. MEYERS writes from Pigeon Lake to say that nothing twine is very scarce there, and that fish are also scarce.

M. McCALLAY and W. Humberton have purchased seven lots each on the Heimick estate, Ft. Saskatchewan.

J. NELSON, school teacher at Pigeon Lake, and wife, were in town on Sunday. Everything is quiet at the lake.

PARAYNS has been very common around town since the mail arrived. None of the attacks have been fatal so far.

M. GHOSH sold half a bushel of red flax wheat last spring which gave him a return of ten cleaned and measured bushels.

Sgt. GEDDERT, of Ft. Saskatchewan, came to town on Wednesday driving tandem, a style not often seen in this country.

Collections will be taken up next Sabbath morning and evening in the Methodist Church on behalf of the Sabbath School.

MEATENS are more plentiful this season than they have been for some time and are also a better price. The price paid is two dollars.

DANCE at W. Mavor's, south side, on Thursday night, and another at Ft. Saskatchewan on Friday night in honor of Mr. and Mrs. Bradshaw.

J. BREWSTER, M. McPHERSON, L. BEAUFAY and Mr. L. Hirondeau left for Bow River on Friday. Mr. Webster expects to be back in about a month.

W. WALKER has sold his claim, the west half of section 18, township 53, range 24 west, to P. McCallum for \$600, half cash, and the balance in the spring.

A. MCNABB has taken as a homestead the west half of section four and R. McLean the east half of the same in township fifty-three, range twenty-three west.

SOME time ago the H.B.Co. sent for a supply of lime to Battleford. It has got as far as Victoria and remains there until the freighter's horse is recruited.

G. A. SIMPSON has moved out of town to his claim, the east half of section 6, township 53, range 23 west, being the river claim next below a hill called "the south side."

A LITTLE light in from Red Deer Forks crossed that J. A. Macdougall and D. McLeod reached there on the 25th of October. On the way cut they killed a b. f. m. The reads were good.

WORD was received by last mail of the death of Mr. Adam Oliver, father of J. G. Oliver, of the late firm of Oliver & McDonald, Edmonton. This event has occasioned the sudden departure of Mr. J. G. Oliver from Battleford for Ontario.

A NUMBER of enquiries for lots were received by last mail and two on the H.B.Co. reserve, 78 and 79, block ten, were sold by D. S. McKay to a party named Irons, Manitoba, for \$1,200. There is a small house on one of the lots. The buyer proposes to start business in Edmonton next summer.

J. NORRIS left on Monday evening by the north side of the river for Battleford, intending to get freighters at Victoria to bring up the goods thrown off by the Qu'Appelle freighters at the Indian farm in the Eagle hills. J. Macdonald and G. Kipling started on Tuesday to bring up the freight left on the telegraphic trail.

ONE'S survey party has commenced outlining at a point six miles out on the Hay Lakes road. Kains party will commence work next week on the 10th line west of the 5th principal meridian. McArthur's party leave on Monday for the intersection of the 14th line with the 5th principal meridian and will reconnoitre the line seventy miles south.

THE H.B.Co. started five horses on Friday for Carlton to meet Chief Factor Harris and family and Mrs. H. S. Young, who are expected there on the 12th inst. Mr. W. McKay will leave for Ft. Pitt on Wednesday, and will take other horses with him. The party will leave for Ft. Pitt on Thursday. They are expected to reach Ft. Pitt on the 18th.

The mail arrived about half past one on Thursday afternoon, on the flat scotch. It comprised thirteen sacks of mail matter and consignments by express for A. Macdonald and Co., W. Keith, and T. Kaines. The mail was very bad as there was no track broken, and there was considerable crust in the vicinity of Ft. Pitt. P. Ballendine, S. D. Mulkins, and Mr. Kipling, of Jarvis Snyder's party, accompanied it.

It is a remarkable fact that in the deep valley of the Saskatchewan the air is several degrees colder than on the level above. In going from the top of the hill to the water edge the difference in the temperature is so great, especially in the morning, as to make a person feel as though he were descending into cold water. It is also a fact that summer frost is much more liable to attack vegetation in the valley of the river than on the level above.

In reference to the clerkship of the court alluded to in a letter which appears in another column, we know nothing, not having seen the petition referred to. If Dr. Munro has filled the not very onerous office satisfactorily and desires to retain it, there is no surety as to objection to his doing so. But if he has not done so or if he does not desire to hold the position, he is at liberty to do so. Not requiring the services of the clerk very frequently we do not feel any stir about the matter.

DONALD McLEOD's carts arrived at the end of the track, at Swift Current creek, on Nov. 4th. He and Mr. Curry, of Frown & Curry, started for the end of the cart road, with goods to the amount of 50 cart loads. The outfit was expected to start for Edmonton on the 12th of November. Swift Current creek is about 400 to 500 miles west of Winnipeg, and between 300 and 400 from Edmonton. McLeod was delayed in Winnipeg by being able to secure enough new carts, and then to take second hand ones and get them repaired.

THE Herald of October 25th has the following item: "The telegraphic line Edmonton to the working order, but the operator here is unable to get communication with the Edmonton office. The operator seems to be away both before and after this time the line between Grizzly Bear and Battleford was in an unworkable condition. The storm in the beginning of October broke the line down pretty badly, but it was fixed up from Grizzly Bear west without delay, and while the repairs were being made with Edmonton the repairer could get circuit with Edmonton, but the line remaining down he went to Grizzly Bear again and stayed there two days being still unable to get circuit with Battleford. He came in and went out and got to the forks of the river. Since then the line has been through communication. Since then the line has worked very well in cold but badly in warm weather, and he thinks that the prairie was burned last fall at the Willow Hills the line is down in ice, which accounts for the peculiar manner in which it works. As for the accusation against the operator here, it is unfounded, as everyone can bear witness. He is a man, if ever, out of the office, except at meal times."

ALONG THE RIVER.

Mr. S. D. Mulkins, who has been on a visit to Prince Albert and Battleford, arrived with the mail on Thursday afternoon last.

He reports Prince Albert booming, building operations going on briskly and towns selling at high figures. Very little goods had arrived for the merchants and the stores were empty. Shortly before he left, however, a train of 140 carts crossed the South Saskatchewan coming in from Qu'Appelle. The rate from Qu'Appelle is seven cents a pound. The H.B.Co. town plot of Goshen is not going ahead much; the new buildings going up principally on the mission property, and further west. The town is about three miles long, and the H.B.Co. reserve is at the east end. Great good building lots on the mission property were sold as high as \$1,000. Three lots on that property were sold in Winnipeg recently at \$500 each. The town has ten streets altogether and there are about six brick buildings in the place. The Carrot River country has been filling up rapidly, and there has been a good immigration during the past season. The projected railway line is the cause of the boom. Mr. H. C. Clark and Col. Sprout have gone east to finally arrange the terms between the town site proprietors and the railway company.

The first of the season and threshing was commenced about the 15th of October. There was a heavy snow storm beginning on the 15th of October and lasting six days. It left about a foot of snow on the plains and from eighteen inches to two feet in the woods. McLeod, of Jarvis & McLeod, has got a 45 horse power engine to be put in the new saw mill which the firm are building. The plant for the Observer had arrived by carts from the end of the track, but the paper which had been sent by boat was delayed so that the first issue of the paper would not be taken place until Wednesday, November 1st. The proprietors are Maveety & Spink, both printers. The outfit is all new and the paper will be a size larger than the Saskatchewan Herald, but the type will not be so small. Mr. Cochrane, a lawyer from Nova Scotia, will be the editor. He is not otherwise connected with the paper. The people of Prince Albert bought the paper to the amount of \$1,500.

Fort Carlton has been abandoned as the headquarters of the H.B.Co. district of Saskatchewan. All goods for that point are forwarded from Prince Albert.

Stewart, Eden & Co. have sold out their business to Mr. J. A. Macdonald, formerly in charge of their establishments at Edmonton and Slave Lake, while they confine themselves to their Prince Albert business. The company formerly in their employ has bought out their greatest mill at Luck Lake.

At Battleford the complaint as to scarcity of goods was the same as at other points along the river but numerous large trains of carts were arriving daily, principally for A. Macdonald & Co. The rate from Capelle to Battleford is only 4¢ per pound, contracts having been made before the early closing in of the winter. A. Macdonald & Co. are going to put up a first mill next summer on the new town site at the steamboat landing, where they have already put a large store. They are not occupying the store yet. It is likely that if the price at town site is not overdone next spring these residents there will remain and build now that the plot has been surveyed, rather than to move to the new town site. The number of settlers who went into the Battleford region during the past season. Locations have been taken up on the north side of the river and the number of settlers is expected to come in next spring. J. G. Oliver's saw mill is to be at the mouth of Turtle River.

At Fort Pitt, Saddle Lake and Victoria there is the same story of no goods, as at Prince Albert, Battleford and Edmonton.

Nicholas Flood Davis, writer and politician, has been in Winnipeg lately and in an interview with a Times reporter said of the people, "They seem to be more alive than the people of any other part of the country and the spirit seems more liberal. They have less of provincialism about them. This is to be accounted for by the fact that it is the best time that has pushed out into the world and the very act of doing so has a tendency to elevate, enlarge and humanize." Having pushed a thousand miles further into the unknown than the people of Winnipeg, we of Edmonton may congratulate ourselves on our superiority and look pitifully down on Mr. Davis's self acknowledged inferiority.

NEW ADVERTISEMENTS.

XMAS CARDS AT BROWN & CURRY'S.

SASKATCHEWAN DISTRICT COURT.
Division No. 3.—The sittings of the above Court will be held in the school house, Edmonton, commencing at 10 o'clock in the forenoon, on the seventh day of December, A.D. 1882. L. J. MUNRO, Clerk of the Court.

CHURCH OF ENGLAND—All Saints.—Incumbent, Rev. Canon Newton, Ph. D. Services on Sundays at 11 a.m. and 3 p.m. Indian service at the close of the afternoon service. Residence at the Hermitage. Members of the church coming to Edmonton are invited to call on the clergyman.

STRAYED from the premises of J. Norris, about a month ago, a very small Red Steer, about four years old, branded J.N. on left hip. The brand may not show very plainly. Any person delivering the above animal at Norris & Carey's store, or at the home of J. Norris, will be suitably rewarded. NORRIS & CAREY.

ESTRAY HORSES.—Came to the premises of the undersigned, last July, a sandrine mare (no brand); and two colts—a yearling and a two-year-old. Also a red heifer, two years old, and a cow on forward. Owners are requested to prove property, pay expenses, and take them away. JOHN A. McPHERSON, Stony Plain.

EDMONTON.

The undersigned will offer for sale, on Monday next,

EIGHT HUNDRED LOTS

ON LOT 12, LATE

SINCLAIR ESTATE.

Prices and terms made known at time of sale.

ROBERTSON & MCGINN,

Proprietors.

WAREHOUSING

AT

FORT QU'APPELLE.

The undersigned, having ample accommodation, are prepared to receive goods at Capel station (Troy) and freight to, and store at, Fort Qu'Appelle, (until sent for) at reasonable rates.

MERCHANTS AND DEALERS

Will save the excessive charges for storage at the track, owing to lack of accommodation. Personal attention by members of the firm in receiving goods at track.

GRUNDY BROS. & CO.,

Fort Qu'Appelle.

WRAPPING PAPER AND PAPER BAGS for sale at the BULLETIN OFFICE.

THE EDMONTON BULLETIN

Is published every Saturday morning, at the office, Main street, Edmonton.

Subscription.—One Dollar for Three Months (thirteen issues).

Advertisements.—Standing Advertisements, Fifty Cents a Line per Quarter (thirteen issues); Transient Advertisements, Five Cents a Line each insertion. No advertisement inserted for less than One Dollar.

The best facilities for Job Printing in the North-West.

OWLER & DENLOP,
Proprietors.

EDMONTON BULLETIN, DEC. 2, 1882.

THE LIQUOR TRAFFIC.

The announcement that the Manitoba Government is about to grant liquor licenses in Brandon and Rat Portage is rather startling considering the promises made only a year or two ago, when the question of extending the boundaries of Manitoba was first spoken of. At that time the inhabitants of the part of the North-West which was to be taken into the Province objected strongly to the proposal on the ground that they desired a continuance of the prohibitory liquor law. They had then been living for some years under its influence and after this experience decided almost unanimously in favor of its continuance. They had no reason for desiring to remain in the North-West under this, and so much notice was taken of their feelings in the matter that they were given to understand by both the Local and Dominion Governments that even after they became part of Manitoba the prohibitory law would remain in force. No doubt even had this promise not been made they could have been annexed to Manitoba whether they desired it or not, but the fact remains that it was made, and having been made should have been adhered to. After the annexation, the law remained the same but it was not enforced as it had formerly been when the country was immediately under the jurisdiction of the police. Especially after railroad construction commenced breaches of the law became frequent, but still when a proposal was made a few months ago to grant licenses in some parts of the annexed territory the sentiment of the people was expressed distinctly against it. Taking these facts into consideration it can only be supposed that the license law is being forced upon these people against their will by the local government for the purpose of pandering to the liquor interest throughout the Province and of increasing the rather slim provincial revenues.

It is true that for some time the prohibitory law had been allowed to remain a dead letter but that is no reason why it should have been abolished. It rested with the Government as the conservators of this as well as of other laws to see that it was enforced, and the fact of its not having been enforced is proof rather of the incapacity of the Government than of the impolicy of the law. It is nonsense to say that it could not have been enforced. As long as the country remained under the control of the Dominion Government there was not the slightest difficulty in enforcing it. It was only when it passed under the control of that most miserable apology for a government, the government of Manitoba, that any difficulty arose. The fact of the matter was that no attempt, except of the most feeble kind, was ever made to suppress the liquor traffic, and it was only natural that it like any other crime left unchecked—should increase.

It is held by some that while voluntary temperance is a good thing it is impolitic and impossible to compel men to be temperate. The experience of the last nine years in the North-West has proved conclusively that compulsory temperance is not only good policy but quite possible. Contrast the condition of the people throughout that country with that of people in other frontier settlements where whiskey is allowed and the difference must strike the most prejudiced. Throughout the length and breadth of this region, far greater in extent than the empires of Europe, 300 men preserve law and order to such an extent that crime is almost unknown. It is often said by the advocates of temperance that if prohibition were established jails might be done away with, and the records of the North-

West will bear this statement out, almost in its entirety. It is safe to say that there is more crime within a radius of twenty miles in Ontario, which is supposed to be an exceptionally law abiding country, than in the whole North-West.

It remains to be seen what action the people of Western Manitoba will take in this matter. So far the question of prohibition has not been an issue in politics but now when the liquor interest has been brought so offensively forward on the eve of an election it can scarcely help forming one of the questions upon which the people will divide at the polls. When the government takes upon itself to thrust upon the people a law repulsive to the majority these will not be true to themselves if they do not emphatically express their disapproval when the opportunity is afforded them. With a majority for the Scott act in the old counties of Marquette and Lisgar, and a majority of the people of the west in favor of straight out prohibition, it seems a little late in the day for Premier Norquay to be trying to prevent the influence of an interest in his province which is so plainly disposed to destruction there. We cannot help thinking that it would have paid him better politically and otherwise to have taken his stand on the side which he and every man who can distinguish between right and wrong knows to be the right one and instead of trying to keep himself in power by pandering to a cause whose defeat will involve him in disgrace and whose success will only disgrace him the more, to have stood up boldly for the right, thereby enlisting on his side the better men of the whole country. Then if he succeeded he would have had reason to congratulate himself, and if he failed at least the satisfaction of knowing he was beaten in a good cause.

At any rate the sooner prohibition becomes a live issue in politics the better, for only by this means can its advocates hope for success and if Mr. Norquay's action in granting these licenses has the effect of making the abolition of the liquor traffic a political question it will not have been an unmixed evil.

We speak of this matter with the more interest as what is the case of the people of Western Manitoba to-day may shortly be ours. Most of us came here knowing a prohibitory law to be in force and it is not too much to assert that the existence of the law was the cause of a considerable number of the people coming here as well as a great assistance to their success after their arrival. As far as can be seen or heard all are satisfied and more than satisfied with the law as it stands and is enforced. Under such circumstances it does not seem reasonable that a change should be made and yet when we consider that in Western Manitoba the conditions were exactly the same and that against the expressed wish of the people the obnoxious traffic is to be commenced, we may well consider our own position. When the aggressive spirit of the liquor interest has been thus unmistakably shown it is advisable for all who are against it to keep a sharp look out and prepare themselves beforehand for the attack which will certainly be made. It being evident that the country is better off under prohibition than it would be under the most excellent license law, not the slightest foothold should be allowed to those who would have it changed to one so beneficial a system. Let prohibition be one of the principal political questions in this North-West, and if it is right and if it is beneficial, as it certainly is, let no effort be spared to secure its permanence.

No doubt when this part of the territories is formed into a province, as it may shortly be, with little or no reverence, the prospect of deriving a little something from liquor licenses will be very tempting, but if our people are true to what experience has proved to be their own best interests, they will prefer to pay what is necessary directly out of their pockets, without desiring to shift the burden on to the shoulders of those who are unfortunate enough to be cursed with a desire for liquor through the medium of liquor licenses. The money has to come out of the pockets of the people in any case and it might as well pass direct as through the till of a saloon, leaving none of the evil results in the former case which must certainly follow in the latter. Supposing the license tax to amount to one cent on each ten cent glass of whiskey, for

every ten cents a person spends in whiskey the government gets the benefit of only one cent. The whiskey does the man more harm than good, and therefore it would have paid him better to have given the ten cents to the government and not to have drunk the whiskey. And so it would pay the public better to give directly to the government the full amount that would otherwise be spent in liquor, than to give one-cent to the government in the form of a license fee and the other nine tenths to the liquor interest. Besides the fact that the liquor does harm, the money spent for it does no good, as it is used in the production of something which is not useful; while if it was placed in the hands of an honest government such as sober men would be qualified to elect, it would be spent in the general improvement of the country to the benefit of all concerned.

It is true that people in this world delight in being humbugged and that many men would rather pay a cent tax on each glass of whiskey than to pay it directly without the whiskey, as in the former case they consider they are taking pleasure and do not think that they are paying taxes, although they actually are. But we live in a most practical age and in a most practical country where shams and humbugs are not allowed to exist, where every man thinks for himself and tries to find out the why and wherefore of everything that comes under his nose, and it is scarcely possible that in such a country and among such people such silly notions will be allowed to prevail and it is to be hoped that when the time comes for them to express their opinions in regard to this matter they will have a sane regard for their own welfare, both individual and general, to work with heart and soul for the continued prohibition of the liquor traffic. It is not a question to which there are two sides. The unrestricted sale and use of liquor is an evil and only an evil—there is no redeeming feature about it—and being an evil it should not be allowed to exist.

SURVEYS.

It is very seldom that the manner in which this country is treated by the Dominion Government is such as to call forth universal and unqualified approbation, and when such a case occurs it is only fair that due acknowledgment should be made. The manner in which the survey of the country has been pushed during the past season and is being continued through the present is entirely creditable to the government as a whole and especially to the particular branch which has charge of the surveys. We are not informed as to the details of the work that has been or is being accomplished, but as far as we can learn the country not already surveyed between the second and third principal meridians from a considerable distance north of the C.P.R. to the boundary has been surveyed, that between the third and fourth meridians between the tenth base and the boundary has been surveyed into blocks twenty four miles square, and a great deal of the same kind of work has been done between the fourth and fifth meridians in the vicinity of the proposed route of the C.P.R. In this way the country through which the C.P.R. is being constructed this summer and to which the greater part of the tide of immigration flowed has been made ready for settlement, while the country which will next be opened up has been thoroughly explored by the block surveyors and is now in a condition to be rapidly subdivided as occasion requires. The advantage to all parties of having the country surveyed is apparent to every one. Although the speculator may gain something by the survey being made the actual settler will gain more, for the speculator in any case could easily have his line run out, which would be impossible for the settler. And now when the settler goes on a piece of unsurveyed land he knows that he is perfectly safe, while if he went on before survey there was always a possibility of trouble being given him by aggressive neighbors or by the government itself.

Formerly the great drawback to the survey of the North-West was not the actual expense of surveying but the loss entailed by parties having to travel such a long distance every spring to get to their work and again the same

distance in the fall to be disbanded, besides the loss entailed by selling old outfits every fall when everything was cheap and purchasing again in the spring when everything was dear, it being impossible to continue work on the prairie during the winter. This season, however, many of the government parties employed on the prairie during the summer instead of being disbanded have been put on to Edmonton, where, on account of the country being partially or altogether wooded they can continue work all winter, and in the spring can again push out on the prairie to the south and east to work there until winter comes again. By this means this Edmonton country is being surveyed with the money that would otherwise be lost by disbanded parties. Furthermore, the necessary supplies were brought up last summer by steamer from Winnipeg at little more than half what they would have cost had they been brought by carts, and there is nothing to prevent steady work all the time.

When the manner of former years is considered, when on two occasions survey parties wintered here and did nothing but draw their wages for eating three meals a day, while the settlement was being held back by a lack of surveys, the incompetence, or worse, displayed in those times, contrasts all the more unfavorably with the energetic and excellent management of the present.

Dr. Rae the Arctic explorer has been to Regina at a dinner party and in proposing the toast of prosperity to Regina he said "The position was admirable in every respect. As the difficulty of getting water here was assured that an eminent engineer so that the creek could be dammed so as to give water to 500,000 people. He had tried the water and found it excellent and it would be all the better when it was dammed."

NORRIS & CAREY,

GENERAL MERCHANTS,

Have now on hand and will keep in stock a complete assortment of

DRY GOODS,

GROCERIES

BOOTS AND SHOES.

AND HARDWARE TO ARRIVE SHORTLY

Having traded in this country for many years, the firm feel confident that they can supply the goods the people want, and will do so at the

LOWEST LIVING PROFITS.

HORSES AND CATTLE bought, sold and exchanged.

New store on St. Albert road, next building to the H. B. Co's. store.

NORRIS & CAREY.

FRANKLIN SQUARE and Seaside Libraries just arrived and for sale at the BULLETIN office.

NAVIGATION.

We are indebted to Mr. J. Favel, pilot of the North-West, and the pioneer steamboat pilot on the Saskatchewan, for the following information concerning the movements of the steamers from the time the North-West left here on her last trip until the close of the season, and for other facts in regard to the navigation of the river.

The North-West left Edmonton at 2.20 in the afternoon of August 30th, passed Ft. Saskatchewan at 4.55 and laid up at 9 p.m., at Wah-sat-now creek. On the 31st she passed Victoria at 11 a.m., and arrived at Snake Hills at 2.40 p.m., where she took on wood, and left at 7 p.m. On the 1st of September she passed Ft. Pitt at 7.15 p.m. On the 2nd she had some slight difficulty with a rock which was bedded in a sand bar and which broke several of her timbers. Left Battleford at 8.20 a.m., on the 3rd. Left Carlton at 10.40 a.m., on the 4th and tied up for the night at Beaver Island. Left Prince Albert at 2.50 p.m., and the Forks at 8.30 p.m., on the 5th. Met the Manitoba at 10 a.m. on the 6th, 30 miles below Fort a la Corne and the second pilot turned back with her. That evening the boat had to be stopped while the pilot took his supper, the navigation was so bad. Tied up at Tobin's Rapids for the night. At this point the rudder caught on a rock and one of the rudder pins was broken. On the 7th the boat had to be landed again for breakfast. When the Cut Off was reached the water was very low, and the boat had hard work to get over the bars; one of these had only thirteen inches of water on it, and the boat had to be windlassed across. At the Big Nigger bar they had to cut down overhanging trees to let the boat through the channel close to the shore, and had to land for dinner. On the 8th passed the Pas at 11 a.m., Chimewawin rapid at 7 p.m., and tied up at Cedar Island for the night. Met the Northcote on the 9th at 11 a.m. on Cedar Lake and arrived at Grand Rapids at 4.30 p.m. The trip down occupied eleven days, which is somewhat longer than usual as the water was low and the boat was frequently stuck on sand bars.

After loading, the North-West started up again and met the Northcote and Manitoba at Cedar Lake. The Northcote had gone a few miles above Cumberland but had got stuck on a sand bar in the Cut Off and had turned back and unloaded at Cumberland, returning again to Grand Rapids. The Manitoba had gone only to the Forks and unloaded there and on her down trip had tried to pull herself over a bar with only nine inches of water on it and had broken her capstan off. When the boats met the captains held a consultation, and the Manitoba turned back to Cumberland. On the arrival of the two boats there the North-West unloaded and it was decided to lay her up for the winter in Big Stone River, while preparations were made to pull the Manitoba out of the water for repairs.

Shortly afterwards the Northcote also arrived at Cumberland and having unloaded started for Grand Rapids again on the 26th of September, Favel going with her to pilot the Marquis up. The two boats left the Rapids on the 30th of September in company. The Northcote assisted the Marquis over the Demi Charge rapid. Both boats arrived at Cumberland with their cargoes without mishap. The Northcote was laid up in Big Stone River, and the Marquis was to return to Grand Rapids with the crews of all the boats, on their way to Winnipeg by the Princess. She was to be laid up at Grand Rapids for the winter when alterations in her steering apparatus will be made and she would be otherwise re-organized.

The Marquis is the largest boat on the river and in her trial trip up from Grand Rapids made considerably better time than the Northcote, although she was not put to her speed owing to her machinery being new. She draws 29 inches of water aft when light, and on her trial trip, with 140 tons on, she drew 38 inches of water standing still. She will carry 200 tons, but with that amount of cargo would probably draw 3½ feet of water. It is to be feared that the fact of her drawing so much water will make her of very little use on the upper waters of the river. Capt. Russel was in command of her this season and will probably also have charge of her next season.

There are now five boat loads at Cumberland, that is one trip of the North-West, three trips of the Northcote and one trip of the Marquis. The steamboat company has a warehouse there 80x27, with ten foot walls and this is packed full with three boat loads. Two boat loads are in the H.B.Co. buildings and a great deal of the imperishable goods is outside, there being no room to store it inside. W. Talbot, purser of the North-West, is in charge of it, with two watchmen. The mate of the Northcote remains at Grand Rapids to look after the Marquis. There was no freight remaining at Grand Rapids unless the Princess brought it out on her last trip, except the machinery for what was supposed to be a mining dredge.

Mr. Favel, Peter Smith, pilot of the Northcote, and Mr. Johnson, second engineer of the Northcote, left in York boats on the 9th of October, Smith for Ft. la Corne, Johnson for Prince Albert, and Favel for Victoria. The

Marquis had not left for Grand Rapids at that time. In coming up in the York boats they did not come by the Cut Off, the shallow water of which was what deterred the steamers from coming any further than Cumberland, but by the Sturgeon River, which is now in fact the main channel of the river, and found no place with less than three feet of water and indeed there was a good stage of water all the way to Victoria. Mr. Favel thinks there would have been very little difficulty in getting the North-West as far as Ft. Pitt with at least half a cargo.

The best part of the river for navigation during reasonably high water is the upper part from Pitt to Edmonton, but owing to the numerous rapids it becomes unnavigable in low water sooner than any other part of the river. Tobin's Rapid below Ft. la Corne also gets shallow very soon in low water, but is not at all dangerous. It is no impediment except in low water. Cole's Falls is the next worst place and consists of seventeen different rapids at seventeen different crooks of the river. The river seems to be breaking through a range of hills there as the banks are high and steep on both sides. What causes the trouble is not so much the swiftness of the current as the shallowness of the water and the number of boulders that are in the channel. None of these would weigh more than six or seven tons and could be easily blasted out so as to have a good channel, and at comparatively little expense. This rapid is one of the greatest impediments to navigation there are on the river and is bad either in high or low water. The Demi Charge is a troublesome rapid at all stages of water but never interrupts navigation altogether. It is a straight single rapid between Cedar and Cross Lakes. The boats always have to warp up it and at present having no convenient place to snub to have to use about five thousand feet of 2½ inch line, which makes a load for two York boats when it is being strung out. If a snubbing post were put in at the head of the rapid, 1000 feet of line would be sufficient and would cause a great saving in time as well as in line. Cedar Lake takes five or six hours sailing to cross it, and when the wind is high it is impossible for the boats to cross. Cross Lake is four or five miles across and like Cedar Lake is liable to high winds, which make the navigation of it dangerous. These lakes are merely the widening of the river, the country in that district being very flat. The Roche Rouge is the first rapid after leaving the Grand Rapids, and the boats have always to warp up it. It is not considered very troublesome or dangerous, although it was in this rapid that the first H.B.Co. Saskatchewan steamer came to grief. The Grand Rapids are about five miles long and come to an end about two miles before the river enters Lake Winnipeg. The fall from the head to the foot of the rapid is 43 feet. There is an island immediately below the brink of the rapid and another just below its foot. The brink of the rapid is the most dangerous part for boats going up, as the water breaks down rather suddenly. It was at this point that the North-West so nearly went to smash last summer. Just below the upper island there are heavy breakers and below that the water is comparatively smooth but the current is very strong. The course of the rapid is pretty straight and there are not very many boulders except at the foot. Mr. Favel thinks that if proper care is used there need be no danger in bringing steamers up from the lake.

The tramway extends from the head to the foot of the rapids, and there is a warehouse and landing at each end. Horses are used on the tramway, and one horse is able to haul three cars with 6,000 lbs on each. The two warehouses are connected by telephone.

It is Mr. Favel's opinion that next season it will be impossible to follow the old channel of the river at the cut-off above Cumberland. The channel is changing and the main body of the water now goes down the Sturgeon river into Cumberland lake, finding its way back into the old channel by the Big Stone river. The country is very low and marshy, covered with rushes, and the river has many channels among them so that it is a difficult matter to steer through the various channels. Another feature in the case is that if a boat got stuck in one of these channels it would be very difficult to get her off, as the bottom is of soft mud and the spars which are used in getting off sandbars would be of no use.

The following are the trips made by the different boats during the past season: Northcote, from Cumberland to Edmonton, left Cumberland on the 8th of May and arrived at Edmonton on the 28th, with fifty tons of freight which had laid at Cumberland all winter; Northcote, Grand Rapids to Edmonton, left Grand Rapids on June 18th and arrived at Edmonton July 2nd, with about 200 tons of freight and 25 passengers; North-West, Grand Rapids to Edmonton, left Grand Rapids on July 12th and arrived at Edmonton on the 27th, with 182 tons of freight and seven passengers; Northcote, from Grand Rapids to Prince Albert; Northcote, from Grand Rapids to Edmonton, left Grand Rapids August 6th and arrived at Edmonton August 24th, with 100 tons of freight and 20 passengers; North-West, Grand Rapids to Edmonton, left Grand Rapids August 11th and arrived at Edmonton August 29th, with 75 tons

of freight and eleven passengers; Manitoba, from Grand Rapids to the Forks; Northcote, Grand Rapids to Cumberland; Northcote, Grand Rapids to Cumberland; North-West, Grand Rapids to Cumberland; and Marquis, Grand Rapids to Cumberland.

TO THE EDITOR OF THE BULLETIN.

Sir,—Yesterday I was at the City of Saskatchewan on a pleasure trip. On my arrival there I found a number of the residents in a state of astonishment at a petition being presented to them for signature for the purpose of ousting Dr. Munro, of Edmonton, from the position of clerk of the court. It took me rather aback, also. The petition, among other things, sets forth that "Dr. Munro does not want the position," and prays His Honor Col. Richardson to place in his stead Mr. Alex. Taylor, telegraph operator, of Edmonton. Now, Mr. Editor, this looks to me like a piece of private spite against Dr. Munro, not on the part of Mr. Alex. Taylor, who is above any such underhand dealing, but on the part of the parties circulating the petition. Dr. Munro came to the Edmonton settlement in the dead of last winter to push his fortune as a medical man from the foot of the ladder. His appointment as clerk of the court pro tem was a great help to a young man in his position. In fulfilling the duties of his appointment he has given general satisfaction, and if, as the petition sets forth, "Dr. Munro does not want the position," why is this petition circulated first at Fort Saskatchewan instead of Edmonton, without either Dr. Munro's knowledge or consent to such statement, and why, if the petition sets forth the truth, did not the parties circulating the petition ask Dr. Munro for his name to head the list, which, in my belief, was actually necessary to give the first tinge of veracity to the petition, before the imposed-on settlers of Edmonton and Fort Saskatchewan were asked to sign it?

CHARLES STEWART.
Edmonton, Dec. 1st, 1882.

NOTICES.

FOR SALE.—A well-bred Spaniel slut, A No. 1 for ducks. Address Sportsman, BULLETIN office.

NOTICE.—All parties are forbidden from trespassing on my homestead—Lot 25 river survey. J. DOWLER.

NOTICE.—All parties are hereby warned against cutting timber or otherwise trespassing on my claim—west half of section 20, township 53, range 26 west of 4th meridian. MALCOLM GALBRAITH.

PUBLIC NOTICE is hereby given that all horses branded DL on the hip are the property of the Dominion Lands Office, and all parties are warned against having any horses thus branded in their possession unless authorized in writing by a proper officer of the Department of the Interior. E. DEVILLE, Chief Inspector of Government Surveys.

NOTICE is hereby given that the partnership heretofore subsisting between the undersigned as James Haly & Co., of Fort Saskatchewan, N.W.T., has been this day dissolved by mutual consent. All debts owing to the said partnership are to be paid to Robert Young, and all claims against the said partnership are to be presented to the said Robert Young, by whom the same will be settled. Dated at Edmonton, N.W.T., this 8th day of August, A.D. 1882. [Signed] ROBERT YOUNG, JAS. HALY. Witness—[signed] A. McNICHO.

I HAVE placed the book debts and notes of the late firm of Haly & Co. in the hands of W. Scott Robertson for collection. All past due notes and unpaid accounts will be placed in Court immediately for collection. ROBT. YOUNG.

NOTICE is hereby given that application will be made to the Parliament of Canada at its next session, for an Act to incorporate a railway company with full power to construct, maintain and operate a railway from or near Edmonton, on the North Saskatchewan, in the North-West Territory, to a point on the Bow River, at or near Calgary or Morleyville or touching both, thence to or near Fort McLeod, thence south or south-east to the St. Mary's River and thence to Cypress Hills, in the North-West Territories; with power to build or lease, and to maintain and operate chartered railroads or branches, to connect with other railroads, and to construct or assist in constructing railroad bridges across all streams where bridges may be required between the said projected points; to sell or lease said railway, to amalgamate with any other railway company, to lease or buy any other railroad, ferry, barge, or steamboat line, and to construct and maintain along said railway and branches a telegraph line; with power also to build and run tramways, steam ferries, barges and steamboats in connection with the said line of railway. SHAW & ROBERTSON, solicitors for applicants. — Dated at Ottawa 25th July 1882.

PROFESSIONAL.

DR. H. C. WILSON, Physician, Surgeon, &c. Office first building west of school house, block 6, H.B.Co. reserve, Edmonton.

DR. MUNRO, late House Surgeon Winnipeg General Hospital. Office first door west of Bulletin building, Main street, Edmonton.

JOHN B. McKILLIGAN, Land Broker, Conveyancer, Notary Public, Commissioner in R.R., etc. Office, 306 Main street, Winnipeg.

BLEECKER & HAMBLY, Barristers, Notaries Public, Commissioners for taking Affidavits in Manitoba and Ontario. Office in Villiers & Pearson's old store, Main street, Edmonton.

STUART D. MULKINS, Notary Public and Conveyancer. Coal Claims and Timber Limits located, and general information afforded on application. Thirteen years experience in Manitoba and the North-West. Office first door east of Jasper House, Main street, Edmonton, N.W.T.

WM. STIFF, Real Estate Agent, Accountant and Conveyancer. Property bought and sold on commission, accounts collected, estates managed for non-residents, information furnished to intending settlers. All correspondence promptly attended to. Office in Masonic Hall building, Main st., Edmonton.

BUSINESS.

WOELFLE & BURTON, Carpenters and Contractors. Estimates given. Doors, sash, etc., made to order.

JAMES ROSS, Tinsmith, manufacturer of all kinds of tin, sheet iron and copper wares. Shop on Jasper Avenue, in rear of Methodist Church, Edmonton.

SANDERSON & LOOBY, General Blacksmiths. Horseshoeing a specialty. All kinds of repairing done neatly and quickly. Shop on Main street, Edmonton.

ROBT. D. RICHARDSON, wholesale and retail Bookseller, Stationer, Blank Book Manufacturer and Fine Job Printer. The corner next the post office, Winnipeg.

HEIMINCK'S STORE, City of Saskatchewan. Goods in endless variety and at lowest prices. Grain and furs taken in exchange at cash rates.

X. ST. JEAN, Cabinet Maker, and dealer in all kinds of household furniture. A lot of bedsteads, washstands, chairs, tables, etc., now on hand. Steam factory, Main st., Edmonton.

MULHOLLAND BROS., Hardware Merchants, and dealers in builders' supplies, mill supplies, belting, lace leather, oils and stoves. Agents for the Washburne Manufacturing Co's galvanized steel barbed fence wire. 323 Main street, Winnipeg.

BANNATYNE & CO., successors to A. G. B. Bannatyne, Wholesale Grocers, and dealers in provisions, wines and liquors. Special attention given to packing goods for the North-West. 383 Main street, Winnipeg.—A. R. J. Bannatyne, Andrew Strang.

JAMES McDONALD, Builder and Contractor. Sash and doors on hand and made to order. Plans and estimates of buildings furnished. Everything done with neatness and despatch. Office and shop, Main st., Edmonton.

CLARKSON & TOLHURST, Merchant Tailors and Gentlemen's Outfitters. A choice assortment of Scotch and English Tweeds always on hand. All orders by mail, accompanied by remittance, will receive prompt attention. No. 253 Main street, Winnipeg.

STALKER & HUTCHINGS, wholesale and retail Dealers in and Manufacturers of Horse Clothing, Harness and Saddlery. Special attention paid to orders from the North-West. Wholesale—419 Main street, Winnipeg. Retail—307 Main street, Winnipeg, and opposite post office, Portage la Prairie.

HOTELS.

JASPER HOUSE, north side of Main street. The only brick building in Edmonton. First-class weekly and daily board at reasonable rates. Good stabling in connection. J. GOODRIDGE, Proprietor.

PALACE HOTEL, City of Saskatchewan. The best and most comfortable hotel building in the North-West. First-class accommodation for travellers. Good stabling attached. P. HEIMINCK, Proprietor.

EDMONTON HOTEL, the pioneer house of entertainment west of Portage la Prairie. An extensive addition has been made to this establishment which now offers superior accommodation to my old patrons and the travelling public. A first-class billiard room. Good stabling attached. DONALD ROSS Proprietor.

WHITEFISH LAKE.

Catch of fish very small this season, partly owing to a scarcity of nets and partly to the supply of fish giving out. Some of the young men went in the early fall to Beaver Lake, a small lake near Lac la Biche to fish but had very little success.

There is a similar complaint at Lac la Biche.

Crops were good both here and at Lac la Biche.

The chief Peccan has sent word to the Indian agent of the state of affairs and to say that his people will probably require assistance during the winter.

Whitefish Lake froze over on the night of the 22nd of November. Ducks are still feeding at the outlet of the lake.

About six inches of snow in the woods.

Rabbits and rats are plentiful.

Peter Erasmus was married on the 12th inst. to Miss Mary Stanley of this place.

BOW RIVER.

Mr. Jim and Beaver Foot the two Indians who went out with W. F. Buxton and party to Bow River, returned on Thursday, with their horses in good condition. They arrived at Calgary on the 10th inst., and started back on the 22nd.

Mr. Buxton had intended to go to Helena and take the train on the Utah Northern, but changed his mind at Calgary and intended to start for the end of the C. P. R. track.

Paul Fyatt started for Edmonton on the 22nd with sleighs loaded with Indian Department freight. He started some time before midnight, but the snow was too deep and he had to turn back and get sleighs.

Many of the Crees and Stonies are holding on to their treaty money yet hoping for goods to arrive.

Blankets are very scarce.

Beef is worth ten cents a pound at Calgary.

The hard crust is still on the snow at Calgary.

CANADA WEST.

Senator J. C. Schultz, of Manitoba, is dead. Thirty cars of rails for C. P. R. are being transferred at Emerson daily.

The survey of the Manitoba South-Eastern railway has been commenced.

The Globe's backbeader in speaking of Regina says that it is a lunatic choice of location.

The whole of the Lake Superior section of the C. P. R. will be put under contract next summer.

There is a rumor that the government is about to abolish homesteading in Southern Manitoba.

The Dominion Government has disallowed the rivers and streams bill passed by the Ontario Assembly.

The Winnipeg carpenters are going to demand an increase of pay from \$3 to \$4 a day. They have organized a trade union.

George Stephen and other directors of the C. P. R. are interested in the Ontario and Quebec railway which is to oppose the Grand Trunk.

It is believed in Ottawa that Hon. John O'Connor will be appointed to the Chief Justiceship of Manitoba, rendered vacant by the death of the late Hon. E. R. Wood.

The Emerson & North-Western railway was graded for six miles out of Emerson on the 10th of October and further construction was being pushed. Proposals were being made for eastern connections via the Grand Trunk.

A Winnipeg committee petitioned Sir Charles Tupper, while he was in Manitoba, to have the St. Andrew's rapids improved, claiming that if the improvement was made the city would save \$300,000 on the price of its cord wood alone.

Some astronomers prophesy that the comet which lately appeared will in a year return and be drawn to the sun, causing the heat of that body to increase to such an extent as to destroy animal and vegetable life on the surface of the earth.

The C. P. R. crop reports from 84 points in Manitoba and vicinity give the average yield of wheat at from 25 to 30 bushels per acre. The lowest given is 17 bushels at Norway, 10 miles west of Emerson, the crops there having been injured by hail, and the largest 40 bushels at Selkirk.

Rev. J. W. Mitchell, of Mitchell, Ont., interviewed by a Times reporter in regard to Regina said: "The water in the Red River is the best for ordinary purposes I have seen in the whole North. I don't say that it is extra good for drinking; I think the water comes from the marshes."

A MacArthur recently read a paper before the Historical Society of Winnipeg on the causes of and consequences of the Red River rebellion of '69 and '70, throwing all the blame on the Canadian Government in having attempted to take possession of the country without regarding the will or wishes of even recognizing the existence of the people. Other old Winnipeggers present agreed with his views.

At the time of the rebellion it would have been treason to have uttered such sentiments.

GENERAL NEWS.

A salt spring has been discovered near Kingston, Ont.

There is an insurrection in Herzegovina against the Austrians.

Venor prophesied a general snow fall on the 17th and 18th of October.

Seattle, Washington Territory, shipped 12,000 tons of coal to San Francisco in September.

Ex-Lieutenant-Governor Cauchon will spend next year and a share of his boom money in Europe.

The Grand Trunk Railway has obtained running powers over the Canada & Atlantic line to Seattle.

A slight shock of earthquake occurred in the lower Mississippi valley on the 27th of September.

The whole of the Atlantic cables are now under the control of an English M.P., named John Pender.

There is a proposal to complete the Quebec North Shore Railway to Tadoussac and make that a winter port for the St. Lawrence.

The Ontario fall exhibitions were generally held about the 1st of October. They were as successful as usual.

The consular at the Philadelphia mint in September amounted to \$7,876,800, including 1,000,000 silver dollars.

Asiatic cholera has broken out on the French side of the Mont-Cenis Tunnel. A commission of physicians will investigate.

The C. P. R. Co. demands its choice of free grounds in Montreal for a station, and the Montrealers are inclined to back.

The Finance bill of the Congress at St. Louis has declared that the present United States tariff is unjust to the agricultural interest.

One thousand two hundred and nine miles of railway track were laid during the month of September in the United States.

The British imports for September show a considerable decrease compared with September, 1881, and the exports a substantial increase.

The great dry goods business of A. T. Stewart, of New York, carried on since Mr. Stewart's death by Judge Hilton, has been finally closed up.

Only eleven per cent. of the population of the Dominion is of foreign birth. One third is of French extraction. The total is yet under 4,000,000.

Valuable gold mines have been discovered in South Africa at a place called De Knap, about 500 miles north of Natal, and there is a great rush to them.

The Winnipeg Times, in speaking of the census, says that there are 25,000 Canadians in Chicago. What about the exodus of Canada to the States?

A new kind of mineral oil has been discovered at Belle River, Ont., at a depth of 87 feet. It is clean, and answers for burning or for oiling machinery.

In consequence of the rapid increase of pauperism, the Dublin Poor Law Union is voting sending a thousand able-bodied men and women to Canada at the public expense.

A police force for Egypt under command of Baker Pasha, late of the Turkish service and formerly Col. Valentine Baker of the English army, is being recruited for in Switzerland.

Frechette, M.P. for Magalloway, was recently sentenced to twenty-four hours in gaol for contempt of court in not appearing when called up in his own contested election case.

Illinois has the greatest railroad mileage of any of the United States, having 8,326 miles against Pennsylvania's 6,690, which comes next. The total mileage in the United States is 104,315.

The last vestiges of the old French fortifications of Quebec, to the west of the present citadel, are to be removed by order of the local government. They have been an unsightly nuisance.

The rumor is revived that Sir Hector Langevin, as a means of getting rid of Mr. Chaplain's rivalry, will accept the Lieutenant-Governorship of Quebec upon the expiration of the present incumbency.

Col. (C) Mulligan, of Winnipeg, has been on a visit to Ireland and testified to the poverty of the people, but says they have no desire to emigrate. By all means they should be allowed to stay at home if they have no other ambition.

Occasional murders are still reported from Ireland, although the prevention of crimes Act is said to be doing good. There is supposed to be a split among the agitators on account of Parnell desiring to come to terms with the government.

Epidemic fever is raging in Winnipeg. There are over fifty cases in the General Hospital, and all the accommodation is taken up in St. Boniface Hospital. There are cases in the hotels and many in private houses, and altogether there must be 100 sufferers prostrated. The late rains dislodged a fearful amount of filth, and the frosty weather is fatiguing the spread of the fever germs. The type case disease is very bad.

Fifty-one sailors, from vessels wrecked on the coast of Mexico during the terrible storm of Sept. 9th, have been landed at New Orleans. Six vessels are known to have been wrecked and several are beached.

Pensions of \$10,000 a year or a lump sum of \$250,000 each were offered General Wolsey and Admiral Seymour. They chose the latter. Sir Garnet's title is not yet announced, although he is understood to have accepted a peerage. The Admiral declined one.

The annual report of the Chief Superintendent of Education for the Province of Manitoba, just issued, shows a marvellous growth of public schools, which have increased from 16 in 1871 to 182 in 1881, and the attendance from 816 in 1871 to 4,919 in 1881.

At a convention of California vine growers recently, a lecture was delivered to prove that, just in proportion as California advances as a vine-growing and wine-drinking state so will its prosperity and national temperance advance.

Temperance people must be off their base.

The Southern Pacific Railroad has iron excavators for use in Arizona. The cars are bullet proof and loopholed so that the guard of five or six men can shoot any attacking party. There are also four Siberian bomb-launchers in each car.

No wonder Frank James decided to surrender.

The United States treasury having an immense amount of gold on hand, as well as silver, has commenced issuing gold certificates, as it already has silver ones, against this deposit. These certificates, unlike greenbacks, are irredeemable, are redeemable on presentation in gold coin, just as Dominion bills are, and are issued to save the handling of gold in large quantities.

There is great indignation over complaints made by the wounded British soldiers who continue to arrive in transports at Portmouth and Southampton. Nothing much more than the treatment they have endured could well be imagined.

Soldiers dying of neglect on the voyage, wounds unhealed, between Iceland and England, bells swarming with the vilest vermin, inadequate attendance, had food and little of it, is the substance of the complaints. The latest estimate of the cost of the war is \$50,000,000.

METEOROLOGICAL.

Weather report for week ending Thursday evening, 23rd November, 1882. Report of the Bulletin by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Friday,	31	2
Saturday,	23	-2
Sunday,	10	13
Monday,	16	9
Tuesday,	21	-3
Wednesday,	34	6
Thursday,	29	5

Barometer rising 27.80.

MARRIED.

BRADSHAW—MAYNE—At the R. C. Church, Edmonton, on the 20th inst., by the Rev. P. Scollen, M.M.P., Mr. T. F. Bradshaw, of D. Troop N.W.M.P., Ft. Saskatchewan, to Miss Annie Mayne, of Edmonton.

	Max.	Min.
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BROWN & CURRY,

Have now en route and to arrive shortly a large outfit of goods comprising

STAPLE AND FANCY DRY GOODS

GENTS' FURNISHINGS,

SMALL WARES,

all personally selected in the best houses of Montreal, Toronto and elsewhere, and of the best quality obtainable.

Also to arrive by freighters from the end of the track a full stock of

GROCERIES,

HARDWARE,

CROCKERY,

PATENT MEDICINES

BOOTS AND SHOES

BROWN & CURRY.

MCNICHO & CHAMBERLAYNE,

GENERAL MERCHANTS, FORT SASKATCHEWAN,

Will keep constantly on hand a first-class assortment of Dry Goods, Groceries and Hardware, especially selected for the trade here, which will be sold at the lowest prices for cash.

Remember the place—Haly's old store, east of the fort.

LOTS FOR SALE

IN THE CITY OF SASKATCHEWAN.

1,000 LOTS FOR SALE ON THE HEIMINCK ESTATE, OPPOSITE FORT SASKATCHEWAN.

This estate has been subdivided into town lots by W. Batty, D.L.S., and the plans are now on view at the Palace Hotel, City of Saskatchewan.

Parties wishing to secure lots on this desirable property, situated on the north side of the North Saskatchewan river, at the proposed railway crossing, have now a most favorable opportunity of doing so.

TERMS.—All sales less than One Hundred Dollars, cash; One Hundred Dollars and upwards, half cash, balance in six months with interest at eight per cent. per annum.

P. HEIMINCK.

HUDSON'S BAY COMPANY'S FARMING LANDS

FOR SALE IN MANITOBA AND THE NORTH-WEST.

The Hudson's Bay Company own 7,000,000 acres in the Great Fertile Belt, and now offer for sale

FIVE HUNDRED THOUSAND ACRES

already surveyed by the Government of Canada, and now for sale in Winnipeg, West

Lynne, Rat Portage, Portage la Prairie, Goshen and Edmonton, N.W.T.

The above will be disposed of at reasonable prices and on easy terms of payment.

Full information in regard to these lands will be given at the offices of the Company in Winnipeg and Montreal.

C. J. BRYDGES, Land Commissioner

SASKATCHEWAN CITY, N.W.T.

463 LOTS FOR SALE

ON THE LAMOREAUX AND MACDONALD ESTATE, OPPOSITE FORT SASKATCHEWAN,

Rising the east half of the original Lamoreaux Brothers' claim, taken nine years ago, the first located in this vicinity.

Parties desiring to secure lots on this property, situated on the north side of the North Saskatchewan river, at the proposed railway crossing, have now a most favorable opportunity of doing so.

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